


MEMOS. FOR TO-MORROW.

WINES AND SPIRITS.



BY APPOINTMENT.

A. S. WATSON & CO.
LIMITED.
(ESTABLISHED A.D. 1841.)
HONGKONG.

WE invite attention to the following celebrated Brands, all of which are of excellent quality and good value for the money.

The name being specially selected by our London House, and bought direct from the most noted and shippers, are imported in wood and bottled by ourselves, thus enabling us to supply the best growings at moderate prices.

In ordering it is only necessary state the name and quantity of Wine Spirt wanted, and initial letter for quality.

Orders through Local Post or by Telegram receive prompt attention.

PORTS. (For Invalids and general use.)

	Per doz.	Cases. Per Kr.
A Also Douro, good quality,		
B Vintage Capsules	\$10	\$1
B Vintage superior quality,		
Red Cap	12	1
C Fino Old Vintage, superior quality, Black Seal Cap	14	1
D Very Fino Old Vintage, superior quality, Violet Cap	18	
Unusually Rattled		

SHERRIES.	
A Delicate Pale Dry, dinner	
fine, Green Capsule	6
B Superior Pale Dry, dinner	
wine, Green Seal Capsule	7.50
C Manzanilla, Pale Natural	
Sherry, White Capsule	10
CO Superior Old Dry, Pale	
Natural Sherry, Red Seal	
Capsule	10
D Very Superior Old Pale	
Dry, choice old Wine,	
White Seal Capsule	12
E Extra Superior Old Pale	
Dry, very finest quality.	
Black Seal Capsule (Old	
Bottled)	14
	Per Case. Per
	1 doz. 2
	Quarts. 2
CLARETS.	
A Superior Breakfast Claret,	
Red Capsule	\$4 8
B St. Estephe, Red Capsule	4.60
C St. Julien	7
D La Rose	11 1
	Per doz.
	Case. Per
BRANDY.	
A Hennessy's Old Pale, Red	
Capsule	\$12 8
B Superior Very Old Cognac	

	Red Capsule	14
	C Very Old Liqueur Cognac,	
	Red Capsule	18
	D Homage to a Finest Very Old	
	Liqueur Cognac, 1872	
	Vintage, Red Capsule	24
	FOOTER WHISKY.	
	A Theop's Blend, White	
	Capsule	8
	B Watson's Glenlivet Mel-	
	lanchon, Blue Capsule,	
	with Name and Trade	
	Mark,	8
	C Watson's Aboulo-Glenlivet,	
	Red Capsule, with Name	
	and Trade Mark	8
	D Watson's H. K. D. Blend	
	of the Finest Scotch Malt	
	Whiskies, Violet Capsule	10
	E Watson's Very Old Liqueur	
	Scotch Whisky, Gold Cap-	
	sule	12
	IRISH WHISKY.	
	A John Jameson's Old, Green	
	Capsule	8
	B John Jameson's Fine Old,	
	Green Capsule.	10
	C John Jameson's Very Fine	
	Old, Green Capsule	12
	GERMAN BRANDY WHISKY,	
	fine old, Red Capsule,	
	with Name	10
	GIN.	
	A Fine Old Tom, White Cap-	
	sule	4.50
	B Fine Unadorned, White	
	Capsule	4.50
	O Fine A. V. H. Geneva	5.25
	RUM.	
	Finest Old Jamaica, Violet	
	Capsule	12
	Good Leeward Island \$1.50 per Gal.	
	LIQUEURS.	
	Benedictine	Marmachine
	Curaçao	Heering's Cherry C
	Chartreuse	Dr. Stenger's An-
		Bitters, &c.
2286		

The China Mail

HONGKONG, MONDAY, MARCH 17, 1896.

The publication of this issue commences at 7.55 p.m.

The China Mail

HONGKONG, MONDAY, MARCH 17, 1896.

The correspondence of the Hong Kong Chamber of Commerce which we put on Saturday throws light on certain paragraphs in the Committee's report. We obtain for the first time definite details of the new arrangement to be concluded between the Chinese Government for the opening of Chung-king to foreign trade. Few inclined to regard that arrangement as satisfactory or as a feather in the cap of Chinese diplomacy. The Chinese take their obstructive policy, by their massive resistance and by conjuring imaginary difficulties, effectively impeding fulfilment of an important privilege secured by treaty. It is possible that Kiating might not have found the rays of the Yargine beyond Ichang, were there a considerable doubt about its uses for the work, but she was remade the attempt. According to the Foo Corporation, British merchants are not to be "allowed to reside at Chung-king or to open establishments at

As a sort of compromise, the Chinese Government have proposed that British steamers shall have access to Oh'ung-king as soon as Chinese steamers are permitted to go there, and that during the interval the carrying trade shall be done by junks with facilities and privileges similar as far as possible to those now enjoyed by steamers at the Treaty Ports on the Lower Yangtze. On the principle that half a loaf is better than no loaf, the concession is not to be despised. The activity of the junk trade at Hongkong, shows that these craft, although unable to compete with steamers in the interport trade, perform a very important function in supplying the intervening districts. And if the conditions mentioned by the London Chamber of Commerce, that British traders may charter junks and navigate them under the British flag, and that piece goods may be re-packed at Hankow or Ichang—conditions which are essentially necessary to give to the junk trade 'privileges and facilities' equal to those enjoyed at present by steamers trading with the open river-ports—if these conditions are fulfilled, we have no doubt that the trade with Oh'ung-king and with the rich province beyond, for which transit passes would be obtainable, will be largely increased. The trade may not spring up all at once, but there is no reason why, especially if steam navigation is established, Oh'ung-king, which is the débouché of a large and fertile country hitherto almost inaccessible to foreign merchandise, should not become as important a trading station as any of the Treaty ports. It seems pretty clear that if the interior of China is not opened up by railways or river navigation, we cannot expect the trade with China to expand much beyond its present limits. She cannot go on buying foreign goods, unless she can place her own produce on foreign markets at as cheap prices as her competitors. In fact, unless there are some new developments, her purchasing power, owing to the dwindling of the tea trade, is likely to diminish rather than increase. It is therefore not a little surprising to find the Committee of the Hongkong Chamber of Commerce writing in a somewhat cynical strain that they 'sorely think the opening of Oh'ung-king will realise the expectations of those who seem to anticipate a large immediate increase to the volume of trade.' Perhaps they are right, but, if they wish to encourage Ministers to struggle for increased trading facilities, that is scarcely the tone to adopt.

We hope Lord Salisbury will not, for the sake of the half concession offered by China, waive the right to navigate the Upper Yangtze by steamer. The proposal that British steamers shall have access to Ch'ong-king as soon as Chinese steamers are permitted to go there is worthless, as the Chinese Government continues in their present obstructive attitude, an incident the length of time may elapse before access is obtained. The London Chamber suggests that the waiver should be for ten years. Seven years should be long enough, by which time an improved pioneer steamer might be obtained and measures devised to remove some of the obstacles to navigation.

TELEGRAMS.
(From Singapore Papers).
DISTURBANCE IN THE TRANSVAAL.
London, 6th March. — There has been disturbance at Johannesburg. The Mob denounced the Government, lowered and destroyed the Transvaal flag. Armed police ultimately dispersed the Mob.

**THE CZAR AND HIS MINISTERS
THREATENED.**
London, March 7th.—The Czar has received a letter from a female nihilist threatening him with death unless the present reactionary policy is modified. Copies have also been received by the Ministers. All guards are doubled.

THE KING OF DAHOMY ON THE WAR-PATH.
London, March 10.—The King of Dahomey has invaded French Territory. He was repulsed with heavy loss, but captured six Frenchmen. France expects complete reparation, and if refused will inflict a salutary lesson. France does not however purpose seizing the country.

A CORRESPONDENT writes us from Wuhu, on the 11th instant, as follows:—"Our River Export was stopped to-day. The steamer Tszanow, now loading, and Pookang expected; are the last vessels allowed to take rise away until further notice.—Shanghai Mercury.

AGENTS FOR THE CHINA MAIL.

LONDON.—F. ALAN, 11 & 12, Clement's Lane, Lombard Street, E. C. GORDON STREET & CO., 30, Cornhill. GORDON & GORE, 1, Ludgate Circus, E. C. 4. HENRY & CO., 10, Whitehall, E. C. 4. HENRY & CO., 10, Whitehall, E. C. 4. LEADEN STREET, W. M. WILLS, 151, Leaden Street, E. C. 4. ROBERT WATSON, 151, Fleet Street, E. C. 4. PARIS AND BRUNO.—ANDERSON, 39, Rue de la Paix, Paris. NEW YORK.—J. STEWART HAPPEL, 17, West 22d Street. SAN FRANCISCO and American Ports generally.—DEAN & BLACK, San Francisco. AUSTRALIA, ZAMBIA, AND NEW ZEALAND.—GORDON & GORE, Melbourne and Sydney. OCEAN.—W. M. SMITH & CO., THE AMERICAN LINE, and the company's S.S. *St. Paul*, in connection with the above steamer, are hereby informed that their Goods—with the exception of Opium, Tobacco and Valuable—being landed and stored at their risk at the Company's Godowns, where delivery may be obtained immediately after landing. Optional Cargo will be forwarded on, unless intimation is received from the Consignees before 10 a.m. To-morrow (Friday), requesting it to be landed here. Bills of Lading will be countersigned by the Underwriter. Goods remaining undelivered after Thursday, the 20th March, at Noon, will be subject to rent, and landing charges at one cent per packet per diem. All Claims must be sent in to us on or before the 20th March (Saturday), or they will not be recognized. No Fire Insurance has been effected. G. DE CHAMPEAUX, Agent. Hongkong, March 13, 1890. 470

NOTICES TO CONSIGNEES.

STEAMSHIP CONGO.

COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE TO CONSIGNEES.

CONSIGNEES of Cargo from London or S.S. *St. Paul*, in connection with the above steamer, are hereby informed that their Goods—with the exception of Opium, Tobacco and Valuable—being landed and stored at their risk at the Company's Godowns, where delivery may be obtained immediately after landing. Optional Cargo will be forwarded on, unless intimation is received from the Consignees before 10 a.m. To-morrow (Friday), requesting it to be landed here. Bills of Lading will be countersigned by the Underwriter. Goods remaining undelivered after Thursday, the 20th March, at Noon, will be subject to rent, and landing charges at one cent per packet per diem. All Claims must be sent in to us on or before the 20th March (Saturday), or they will not be recognized. No Fire Insurance has been effected. G. DE CHAMPEAUX, Agent. Hongkong, March 13, 1890. 470

GLEN LINE OF STEAM PACKETS.

FROM ANTWERP, LONDON, PENANG AND SINGAPORE.

THE Steamship *Glenartney* having arrived from the above Ports, is hereby informed that their Goods are being landed at their risk into the Godowns of the HONGKONG & SHANGHAI BANKING CORPORATION, LIMITED, at Kowloon, whence delivery may be obtained. Optional Cargo will be forwarded unless intimation is received from the Consignees before 10 a.m. To-day, the 14th instant, requesting it to be landed here. Bills of Lading will be countersigned by the Underwriter. Goods remaining undelivered after the 20th instant will be subject to rent. No Fire Insurance has been effected. Consignees are requested to present all Claims for damages and/or shortages not later than the 27th instant, otherwise they will not be recognized. Bills of Lading will be countersigned by the Underwriter. G. DE CHAMPEAUX, Agent. Hongkong, March 13, 1890. 463

FROM HAMBURG, PENANG AND SINGAPORE.

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Mails.

NOTICE.

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS POSTE FRANÇAIS.

STEAM FOR.

SAIGON, SINGAPORE, BATAVIA, COLOMBO, PONDICHERRY, MADRAS, CALCUTTA, ADEN, SUZ, PORT SAID, MEDITERRANEAN AND BLACK SEA PORTS, ALEXANDRIA, MARSEILLES, AND PORTS OF BRAZIL, AND LA PLATA.

LONDON, HAVRE AND BORDEAUX.

ON WEDNESDAY, the 14th March, 1890, at Noon, the Company's S.S. *OKUS*, Commandant DELACROIX, with MAILS, PASSENGERS, SPECIE, and CARGO, will leave this Port for the above places.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted till Noon.

Cargo will be received on board until 4 p.m., Specie and Parcels until 1 p.m., on the 14th March, 1890. (Parcels are not to be sent on board; they must be left at the Agency's Office.)

Contents and value of Packages are required to be stated.

For further particulars, apply to the Company's Office.

G. DE CHAMPEAUX, Agent.

Hongkong, March 6, 1890. 424

U. S. MAIL LINE.

PACIFIC MAIL STEAMSHIP COMPANY.

THROUGH TO NEW YORK, VIA OVERLAND RAILWAYS, AND TOUCHING AT YOKOHAMA, AND SAN FRANCISCO.

THE U. S. Mail Steamship *CITY OF RIO DE JANEIRO* will be despatched for San Francisco, via Yokohama, on TUESDAY, the 20th March, at 1 p.m., taking Passengers and Freight for Japan, the United States, and Europe.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers.

First-class Fare granted as follows:—To San Francisco and return, \$225.00. To Liverpool and return, \$325.00. To London and return, \$330.00.

To other European ports at proportionate rates. Special reduced rates granted to Officers of the Army, Navy, Civil Service, and the Imperial Chinese Customs, to be obtained on application.

Passengers by this Line have the option of proceeding overland by the Southern Pacific and connecting Lines, Central Pacific, Northern Pacific or Canadian Pacific Railways.

Passengers, who have paid full fare, re-embarking at San Francisco for China or Japan (en route) within one year will be allowed a discount of 10%. This discount does not apply to through fares from China and Japan to Europe.

Freight will be received on board until 4 p.m., the day previous to sailing. Parcel Packages will be received at the office until 5 p.m., same day. All Parcel Packages should be sent to address in full; value of same to be stated.

Consular invoices to accompany Cargo destined to points beyond San Francisco, in the United States, should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passages and Freight, apply to the Agency of the Company, No. 59, Queen's Road Central.

C. D. HARMAN, Agent.

Hongkong, February 26, 1890. 330

STEAM FOR.

SINGAPORE, PENANG, COLOMBO, ADEN, ISMALIA, PORT SAID, MALTA, GIBRALTAR, MARSEILLES, BRINDISI, TRIESTE, VENICE, PLYMOUTH AND LONDON.

BOMBAY, MADRAS, CALCUTTA AND AUSTRALIA.

N.B.—Cargo can be taken on through Bills of Lading for BATAVIA, PERSEAN GULF PORTS, MARSEILLES, TRIESTE, HAMBURG, NEW YORK, AND BOSTON.

SPECIE ONLY LANDED AT PLYMOUTH.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY'S Steamship *PEKIN*, Captain F. HANLEY, will be despatched from this Port for LONDON via BOMBAY and SUEZ CANAL, on WEDNESDAY, 20th March, at Noon.

Cargo will be received on board until 4 p.m., Parcels and Specie (Gold) at the Office until 4 p.m. on the day before sailing.

Silk and Valuable for Europe will be transhipped at Colombo; Tea and General Cargo for London will be conveyed and Bombay without transhipment, arriving one week later than by the ordinary direct route to London.

For further Particulars regarding FREIGHT and PASSAGE, apply to the PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY'S Office, Hongkong.

The Contents and Value of Packages are required to be stated prior to shipment.

Passengers desirous of insuring their Goods can do so on application at the Company's Office.

This Steamer takes Cargo and Passengers for MARSEILLES.

E. L. WOODIN, Superintendent.

P. & O. S. N. Co.'s Office, Hongkong, March 15, 1890. 483

Mails.

CANADIAN PACIFIC STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, CANADA, THE UNITED STATES, AND EUROPE, VIA THE CANADIAN PACIFIC RAILWAY AND OTHER CONNECTING RAILWAY LINES & STEAMERS.

THE British Steamship *BATAVIA*, 2633 Tons Register, Captain WILLIAMSON, will be despatched for YOKOHAMA, B.C., via INLAND SEA, KOBE and YOKOHAMA, on THURSDAY, the 20th April, at Noon.

Connection will be made at Yokohama with Steamers from Shanghai and Japan Ports, and at Vancouver with Pacific Coast Lines, by the regular Steamers of the Pacific Coast Steamship Company and other Steamers.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers.

First-class Fare granted as follows:—To Vancouver and Victoria, (Mex.) \$210.00. To Montreal, New York, &c., \$200.00. To Liverpool, &c., \$325.00. To London, &c., \$330.00.

To other European ports at proportionate rates. Special reduced rates granted to Officers of the Army, Navy, Civil Service, and the Imperial Chinese Customs, to be obtained on application.

Consular invoices to accompany Cargo destined to points in the United States, should be sent to the Company's Office, addressed to Mr. D. E. BROWN, District Freight Agent, Vancouver, B.C.

Freight will be received on board until 4 p.m. on the 20th April.

All Parcels must be sent to our Office and should be marked to address in full; and the same will be received by us until 5 p.m. the day previous to sailing.

For information as to Passage or Freight, apply to ADAMSON, BELL & Co., Agents.

Hongkong, March 6, 1890. 427

Occidental & Oriental Steamship Company.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE, VIA THE OVERLAND RAILWAYS, AND ATLANTIC & OTHER CONNECTING STEAMERS.

THE Steamship *GABRIO* will be despatched for San Francisco, via Yokohama, on SATURDAY, the 5th April, at 1 p.m.

Connection being made at Yokohama with Steamers from Shanghai and Japan Ports.

All Parcel Packages should be marked to address in full, and same will be received at the Company's Office, until 5 p.m., the day previous to sailing.

First-class Fare granted as follows:—To San Francisco and return, \$225.00. To Liverpool and return, \$325.00. To London and return, \$330.00.

To other European ports at proportionate rates. Special reduced rates granted to Officers of the Army, Navy, Civil Service, and the Imperial Chinese Customs, to be obtained on application.

Passengers by this Line have the option of proceeding overland by the Southern Pacific and connecting Lines, Central Pacific, Northern Pacific or Canadian Pacific Railways.

Passengers, who have paid full fare, re-embarking at San Francisco for China or Japan (en route) within one year will be allowed a discount of 10%. This discount does not apply to through fares from China and Japan to Europe.

Freight will be received on board until 4 p.m., the day previous to sailing. Parcel Packages will be received at the office until 5 p.m., same day. All Parcel Packages should be sent to address in full; value of same to be stated.

Consular invoices to accompany Cargo destined to points beyond San Francisco, in the United States, should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passages and Freight, apply to the Agency of the Company, No. 59, Queen's Road Central.

C. D. HARMAN, Agent.

Hongkong, February 26, 1890. 330

STEAM FOR.

SINGAPORE, PENANG, COLOMBO, ADEN, ISMALIA, PORT SAID, MALTA, GIBRALTAR, MARSEILLES, BRINDISI, TRIESTE, VENICE, PLYMOUTH AND LONDON.

BOMBAY, MADRAS, CALCUTTA AND AUSTRALIA.

N.B.—Cargo can be taken on through Bills of Lading for BATAVIA, PERSEAN GULF PORTS, MARSEILLES, TRIESTE, HAMBURG, NEW YORK, AND BOSTON.

SPECIE ONLY LANDED AT PLYMOUTH.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY'S Steamship *PEKIN*, Captain F. HANLEY, will be despatched from this Port for LONDON via BOMBAY and SUEZ CANAL, on WEDNESDAY, 20th March, at Noon.

Cargo will be received on board until 4 p.m., Parcels and Specie (Gold) at the Office until 4 p.m. on the day before sailing.

Silk and Valuable for Europe will be transhipped at Colombo; Tea and General Cargo for London will be conveyed and Bombay without transhipment, arriving one week later than by the ordinary direct route to London.

For further Particulars regarding FREIGHT and PASSAGE, apply to the PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY'S Office, Hongkong.

The Contents and Value of Packages are required to be stated prior to shipment.

Passengers desirous of insuring their Goods can do so on application at the Company's Office.

This Steamer takes Cargo and Passengers for MARSEILLES.

E. L. WOODIN, Superintendent.

P. & O. S. N. Co.'s Office, Hongkong, March 15, 1890. 483

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For further Particulars regarding FREIGHT and PASSAGE, apply to the PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY'S Office, Hongkong.

The Contents and Value of Packages are required to be stated prior to shipment.

Passengers desirous of insuring their Goods can do so on application at the Company's Office.

This Steamer takes Cargo and Passengers for MARSEILLES.

E. L. WOODIN, Superintendent.

P. & O. S. N. Co.'s Office, Hongkong, March 15, 1890. 483

STEAM FOR.

SINGAPORE, PENANG, COLOMBO, ADEN, ISMALIA, PORT SAID, MALTA, GIBRALTAR, MARSEILLES, BRINDISI, TRIESTE, VENICE, PLYMOUTH AND LONDON.

BOMBAY, MADRAS, CALCUTTA AND AUSTRALIA.

N.B.—Cargo can be taken on through Bills of Lading for BATAVIA, PERSEAN GULF PORTS, MARSEILLES, TRIESTE, HAMBURG, NEW YORK, AND BOSTON.

SPECIE ONLY LANDED AT PLYMOUTH.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY'S Steamship *PEKIN*, Captain F. HANLEY, will be despatched from this Port for LONDON via BOMBAY and SUEZ CANAL, on WEDNESDAY, 20th March, at Noon.

Cargo will be received on board until 4 p.m., Parcels and Specie (Gold) at the Office until 4 p.m. on the day before sailing.

Silk and Valuable for Europe will be transhipped at Colombo; Tea and General Cargo for London will be conveyed and Bombay without transhipment, arriving one week later than by the ordinary direct route to London.

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